



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 10
Manchester, Washington 98353

REPLY TO
ATTN OF:

M/S Lab

September 15, 1986

RECEIVED

SEP 16 1986

PESTICIDES & TOXIC
SUBSTANCES BRANCH
EPA REGION 10

MEMORANDUM

SUBJECT: Seattle Iron and Metals Survey Summary

FROM: *AH* Andrew Hess, Project Officer
Field Operations and Technical Support Branch

TO: Gil Haselberger, Air and Toxics Division

Thru: Paul Boys, Field Operations and Technical Support Branch *Paul*

Attached is a summary of the field survey of Seattle Iron and Metals conducted by the Environmental Services Division on July 16, 1986 for PCB contamination. Station #7 (soil under train engine #1610, see attached map) showed the highest levels of contamination (2350 ppm). The remaining soil samples showed concentrations ranging from 5.6 ppm to 26.6 ppm. No PCBs were detected in the oil found on the floor of train engine #1610.

If there are any further questions please feel free to contact me.

cc: Doug Smith
John Osborn

SEATTLE IRON AND METALS SURVEY SUMMARY

INTRODUCTION

Seattle Iron and Metals Inc. located on Harbor Island receives copper, aluminum, lead-acid batteries, and other scrap metals for recycling. A sampling survey conducted in conjunction with the state Department of Ecology on December 10, 1985 showed dioxins and furans to be present in the parts-per-billion range. The company has said that they used to receive "oil drained" transformers for copper reclamation but it has been several years since they have received any.

OBJECTIVE

The objective of this sampling project was to determine the existence and extent of any PCB contamination in soil, runoff or standing water, and other materials or items on the site.

SURVEY DESCRIPTION

On July 16, 1986 Andy Hess and David Robocker of the Environmental Services Division and Doug Smith of the Air and Toxics Division collected seven soil and one oil sample at Seattle Iron and Metals for PCB analysis. Dave and Alan Sidell from the company accompanied the sampling team throughout the survey. Sampling procedures were as described in the Sample Plan with no significant deviations. The exact sample locations as shown on the attached map were determined by considering previous sample results which would indicate suspected areas of PCB contamination in addition to on-site observations.

SUMMARY OF RESULTS

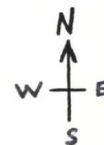
<u>Map Station #</u>	<u>Lab #</u>	<u>Station Description</u>	<u>ppm PCB*</u>
1	86290675	South storm drain	26.
2	86290676	Waste oil tank, general area	11.
3	86290677	Adjacent to waste oil tank	9.2
4	86290678	Soil under empty drum storage	26.6 14.6
5	86290679	Soil next to railroad track	18.7
6	86290680	Oil on bottom of train engine #1610	undetected
7	86290681	Soil under train engine #1610	2350.
8	86290682	Northeast corner drain ditch	5.6

*All results are for total PCBs. PCB scan parameters PCB-1260 and PCB-1254 were the only two parameters detected on the site. The PCB parameter for sample number 86290681 was entirely PCB-1260.

$\frac{2}{3}$ distance - width of warehouse

20x10

$\frac{2}{3}$ distance - width of warehouse



CHAIN LINK FENCE

CAR COMPACTOR
AREA

TRANS-
FORMER

SREADER

NE CORNER
OLD DRAW TANK
AREA

HYDRAULIC
CRANE
(BALER)

32.7 AC.

13TH AV.
S.W.

11TH AV.
S.W.

SCRAP
STEEL
AREA

COPPER
INCINERATOR

1505 1611 1610

⑥ ⑦

WAREHOUSE

SHOP

WASTE
OIL TANK

OFFICE

2955 11TH AV. SW

SCALE

ALUMINUM INCINERATOR

SOUTH
STRAIN
DRAIN

①

HANFORD